THE BEST INTERMODAL TRANSPORTATION SYSTEM YOU CAN IMagine

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
The Phoenix Sky Harbor International Airport Automated Train will provide an enhanced airport transportation system that will link the community and the airport facility.

**Phoenix Sky Harbor’s Automated Train System**

**UPON COMPLETION:**
- Daily train ridership will be more than 96,000 passengers
- Airport Automated Train will create a direct link to the regional METRO light rail system
- More than 100 buses will be eliminated from circulating the airport and public roadways
- Greenhouse gas emissions will be reduced by 5,500 tons
- Create 5,900 jobs (Stage 1, see map on back)
- Airport Automated Train is being designed to be sustainable and will be one of the first transit systems in the nation to be LEED certified

**Intermodal Transportation Center Site Plan**

**includes:**
1. METRO LIGHT RAIL
2. AVIATION TRANSIT CENTER
3. AIRPORT AUTOMATED TRAIN STATION
4. GROUND TRANSPORTATION
5. CELL PHONE WAITING LOT
6. FUTURE COMMUTER RAIL LINK

**Now:**
Aviation Transit Center to METRO Light Rail
- Now and in the Future.

**Project Changes**
**With $200 Million DOT Discretionary Funds**

- Provides train service to all three terminals
- Creates 1,000 more jobs
- Eliminates 15% additional buses
- Serves 10,000 additional passengers daily
- Connects all three terminals seven years earlier

**New Date: 2013**

- Rendering of Enclosed Moving Walkway Connection Between METRO Light Rail and Airport Automated Train Station
- Rendering of Future Airport Automated Train Station at Intermodal Transportation Center
- Rendering of Future Airport Automated Train Station at Interior Terminal 4 Station
- Rendering of Future Airport Automated Train Station at East Economy Lot Station
- Rendering of Future Airport Automated Train Station at Terminal 4 Station
- Rendering of Future Airport Automated Train Station at Interior Terminal 4 Station
- Rendering of Future Airport Automated Train Station at East Economy Lot Station
**Train:**
Automated, electric, rubber tire vehicle

**System Length 4.9 Miles:**
Stage 1: 1.7 miles - three stations
**Stimulus Funding:** 1.0 miles - one station and one walkway
Stage 2: 2.2 miles - three stations

**Total Budget $1.57 Billion:**
Stage 1: $625 million
**Stimulus Funding:** $200 million
Stage 2: $745 million

**Schedule:**
Stage 1: Operational December 2013
**Stimulus Funding:** Operational 2013
(Includes link to Terminal 3/Terminal 2)
Stage 2: Operational 2020

**Operating Facts:**
24 hours a day, free service, peak frequency less than 3 minutes, minimum speed 35 mph, car capacity 52-56 passengers, maximum train capacity 126-176 passengers

**Travel Times:**
Stage 1: 5 minutes one-way (Airport Automated Train Station to Terminal 4)
**Stimulus Funding:** 1 minute one-way (Terminal 4 to Terminal 3/Terminal 2)
Stage 2: 6 minutes one-way (Rental Car Center to Terminal 3)

**Estimated Ridership:**
Stage 1: 28,000 passengers per day
Annual Ridership = 10 million passengers
**Stimulus Funding:** 10,000 passengers per day
Annual Ridership = 4 million passengers
Stage 2: 58,000 passengers per day
Annual Ridership = 21 million passengers

**Total Daily Ridership** = 96,000 passengers
**Total Annual Ridership** = 35 million passengers